

From: ["COLLINS Jamie" <Jamie.Collins@state.or.us>](mailto:Jamie.Collins@state.or.us)  
To: ["Fowlow, Jeffrey"](#)  
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Subject: Update - 17 Feb 2019 - Lindsey Lake Tanker Spill (I-84, MP 54; OERS 2019-0334)

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Hello all:

An update on the Lindsey Lake tanker spill (I-84, MP 54):

**Today's operations:**

- We continued our effort to flush and then collect diesel-laden snow and ice from the embankment and highway shoulder. Our response contractors fine-tuned their tactics and were able to remove the snow and ice from approximately 3% of the slope area most significantly impacted by the spill. The fuel liberated from the melted snow and ice was recovered at the Lindsey Lake shoreline using sorbent pads and boom. To date, we have recovered an estimated 30 gallons out of the 4,400 gallons of diesel fuel that was spilled.
- A sheen persists on Lindsey Lake as the snow and ice slowly melts and the spilled fuel continues to migrate down the road embankment. Most of the sheen observed today was confined to the primary containment area. We still haven't observed any sheen on the Columbia River. Air monitoring and water sampling continued throughout the day.
- Water sampling results indicated that naphthalene is present in the waters of Lindsey Lake; the presence of naphthalene is consistent with the composition of the winter blend diesel fuel that was spilled.
- Scientists from the U.S. Fish and Wildlife Service, National Marine Fisheries Service, and a consultant working for the responsible party conducted a detailed survey and assessment of the Lindsey Lake shoreline and Lindsey Creek. The monitoring team observed one recently deceased bird in Lindsey Lake but was unable to determine whether the bird's death was connected to the spill. Scientists will continue to monitor the impact of the cleanup on a daily basis on foot and by kayak as long as operations are ongoing.

**Plan for tomorrow and beyond:**

- We will expand our flushing and recovery operations tomorrow with additional pumps to increase our throughput. We are working on a plan to estimate our likely recovery rates over the next few days.
- We will be dropping a larger work boat into the lake using a crane; this additional platform will provide a safer, more stable working environment for our personnel working on the water.
- Crews will be digging a trench tomorrow near the bottom of the embankment with the goal of intercepting diesel fuel and oily water from our flushing operations before it reaches Lindsey Lake. The trench will be lined with sorbent boom, which will be changed out as necessary. Crews working in the hot zone at the site will be wearing respirations, based on the findings today of our ongoing air monitoring effort.
- Working with ODOT, we are developing a plan to conduct a basic survey of subsurface conditions at the site, to include the presence of any diesel fuel from the spill in soil or groundwater. We will be drilling a series of boreholes along the roadway that could be used to recover fuel or contaminated water, if either are found to be present.
- We will be placing some hard boom around the collection area tomorrow that has a longer skirt; the skirt is the portion of the boom that extends below the waterline.
- We are evaluating several options for removal, possible treatment and disposal of diesel-contaminated snow and ice. Finding an acceptable, large volume disposal method for petroleum-contaminated snow has proven a challenge.
- Lastly, we have moved our Incident Command Post to a slightly different location in Viento State Park. We have appreciated the hospitality and generosity of our colleagues at the Oregon Parks and Recreation Department.

I will provide another update tomorrow evening.

Very respectfully,  
Jamie

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Jamie Collins  
State On-Scene Coordinator  
Eastern Region  
Oregon Department of Environmental Quality

475 NE Bellevue Dr., Suite 110  
Bend, OR 97701  
541-633-2010 (office)  
541-321-3124 (mobile)  
541-388-8283 (fax)

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